

said second truck of said second rail car unit is located closer to said second articulation connection than any other truck of said rail road car; and  
said second articulation connection is offset from said truck center of said second truck.

70. (Amended) The articulated rail road freight car of claim 69 wherein said third railcar unit has a two-axle truck pivotally mounted thereunder, and said two axle truck of said third railcar unit is located closer to said second end of said third railcar unit than to said first end of said third railcar unit.

71. (Amended) The articulated rail road freight car of claim 70 wherein a releasable coupler is mounted at said second end of said third railcar unit.

73. (Amended) The articulated rail road freight car of claim 72 wherein:  
the first end of said first rail car unit is supported by a second rail car truck;  
the second end of said second rail car unit is supported by a third rail car truck;  
said rail road car is free of trucks between said first and second trucks, and is free of trucks between said first truck and said third truck;  
said first truck is spaced from said second truck a first distance,  $D_1$ ;  
said articulation connection being spaced from said second truck a second distance,  $D_2$ ; and  
said first distance,  $D_1$ , being less than said second distance,  $D_2$ .

74. (Amended) The articulated rail road car of claim 73 wherein:  
said third truck is spaced from said second truck a third distance,  $D_3$ ; and  
 $D_3$  is different from  $D_1$ .

75. (Amended) The articulated rail road car of claim 74 wherein  $D_3$  is greater than  $D_1$ .

76. (Amended) The articulated rail road car of claim 73 wherein:  
said third truck is spaced from said articulated connection a third distance,  $D_3$ ;  
said second truck is spaced from said articulated connection a fourth distance,  $D_4$ ; and  
 $D_4$  is greater than  $D_3$ .

77. (Amended) The articulated rail road car of claim 73 wherein said third rail car truck is pivotally mounted to said first rail car unit and said first distance,  $D_1$ , is at least 46 ft. - 3 in.

78. (Amended) The articulated rail road freight car of claim 72 wherein said first and second rail car units each have at least one deck upon which vehicles can be loaded.
79. (Amended) The articulated rail road freight car of claim 78 further comprising bridge plates mounted to permit vehicles to be driven from said first rail car unit to said second rail car unit.
80. (Amended) The articulated rail road freight car of claim 72 wherein said first and second rail car units have mutually engaging side bearing arms.
81. (Amended) The articulated rail road freight car of claim 72 wherein said rail road car is an auto-rack car.
82. (Amended) The articulated rail road freight car of claim 72 wherein at least one of said first and second rail car units is a well car unit.